



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, November 14, 2019

5:30 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

AGENDA

I. Call to Order Chair Randall

II. Approval of the Meeting Summary of the October 10, 2019 Meeting
(Recommended Action: Approval of Meeting Summary, with abstentions of those who were not present.)

Discussion/Information

III. 2020 General Assembly Session

Ms. Backmon, Executive Director
Ms. Baynard, MWC, LLC

IV. Preparation of Executive Director 2019 Performance Evaluation

Chair Randall

Closed Session

(If required.)

V. Adjournment

Next Meeting: December 12, 2019 5:00 PM

NVTA Offices



Northern Virginia Transportation Authority

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GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, October 10, 2019

5:30 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

MEETING SUMMARY

I. Call to Order

Chair Randall

- Chair Randall called the meeting to order at 5:55 PM without a quorum.
- Attendees:
 - Members: Chair Randall; Board Member Cristol; Mr. Minchew (Arrived 6:01 PM); Mayor Meyer (Arrived 6:29 PM)
 - Authority Members: Mayor Parrish, Mayor Rishell; Chairman Nohe (Arrived 5:56 PM) and Mayor Wood (Arrived 5:56 PM).
 - With no quorum present at 5:58 PM, Chairman Nohe appointed Mayor Wood to the Governance and Personnel Committee for the meeting.
 - With a quorum established, Chair Randall took up the Action Items on the meeting agenda.
 - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Richard Stavros (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Dev Priya Sen (Financial Analyst); Erica Hawksworth (Communications & Public Affairs Manager)
 - Other Attendees: Tracy Baynard (McGuireWoods Consulting LLC); Bob Brown (Loudoun County); Paolo Belita (Prince William County); Rich Roisman (Arlington County); Ellen Posner (Council of Counsels – Fairfax County Department of Transportation); Rob Dickerson (Council of Counsels – Prince William County); Joe Schwartz (VRE), Brent Riddle (Fairfax County), Kate Mattice (Northern Virginia Transportation Commission).

II. Approval of Meeting Summary

- Motion to approve the minutes of the January 10, 2019, meeting of the GPC was made by Board Member Cristol, seconded by Chair Randall, with abstentions from Mayor Wood as he was not at the last meeting. Motion passed.

Action Item

III. Governance and Personnel Meeting Schedule:

Ms. Sen, Financial Analyst

- ✓ Chair Randall introduced Dev Priya Sen (Dev) as the new Financial Analyst at NVT A.
- ✓ Ms. Sen introduced herself to the Committee and further reviewed the proposed GPC meeting schedule for the next 12 months.
- ✓ Chair Randall confirmed with Ms. Baynard that the March 12, 2020, meeting will be after Sine Die.
- ✓ Board Member Cristol informed the Committee that she would not be available for the November 14, 2019, GPC meeting as she needs to attend the Northern Virginia Transportation Commission meeting.

Motion to approve the proposed GPC Meeting Schedule for 2019/20, made by Chair Randall, seconded by Board Member Cristol, with abstention from Mayor Wood.

IV. 2020 General Assembly Session Update

Ms. Backmon, Executive Director
Ms. Baynard, Legislative Liaison

Ms. Baynard reviewed the draft 2020 Legislative Program with the Committee and discussed the two 2020 legislative priorities, noting:

- ✓ Restoration of Long-Term NVT A Funding:
 - Ms. Baynard noted that the 2019 General Assembly session brought a small recovery through SB1716/HB2718.
 - Chair Randall asked how much was restored to the Authority for which Ms. Backmon responded \$9.7 million for FY2020, \$13.8 million for FY2021, and just under \$20 million for FY2022 and beyond.
 - Chair Randall discussed the potential use of stronger language regarding the use of statewide funding to restore NVT A's revenues. Board Member Cristol added that the use of statewide funding would limit the additional burden on the taxpayers already paying for multi-modal transportation.
 - Board Member Cristol asked if the funding of \$20 million was part of a regional revenue source. Ms. Backmon and Ms. Baynard confirmed it was part of a statewide funding source.
 - Mayor Wood asked if the I-95 Corridor Study is being funded with statewide funding, to which Ms. Baynard affirmed noting that part of the money is dedicated to the I-95 Study.

- ✓ Ms. Baynard reviewed the second priority legislative item on the amendment of the Virginia Investment of Public Funds Act to include Fitch Ratings, to which Mr. Longhi noted the following:
 - Current Virginia Code recognizes two rating agencies – Standard & Poor’s and Moody’s Investors Service. There is a proposal to add Fitch Ratings as a third agency.
 - Adding Fitch Ratings will enable public funds investors to use two out of three instead of only two rating agencies.
 - Post-recession, the ratings AA and AAA have plunged, which brought in a scarcity of AA rated instruments in the market. With the Fitch rating agency included, more inventory of highly rated instruments will be available for purchase.
 - Including Fitch as the third agency is part of Northern Virginia investment managers request. Most NVTAs participate in the NVTAsponsored ‘Regional Investment Conversation’. This group is asking their individual localities to add support for these changes.
 - The Virginia Treasurer’s Association will move a bill forward related to this.

- ✓ Discussing other updates to the proposed Legislative Program, Ms. Baynard reviewed and discussed the State Funding section on page 2:
 - Under the State of Good Repair, there should be no reduction in road maintenance funds given to those localities that handle their road maintenance.
 - Ms. Baynard further added, that the Virginia Department of Transportation (VDOT) is responsible for the maintenance of primary and secondary roads and is undergoing a relook at the maintenance program, changing performance measures and funding sources.
 - Chair Randall and Ms. Baynard discussed the road maintenance funds and its effects on localities.
 - Chairman Nohe suggested that population should be considered as a factor for road maintenance funding.
 - Ms. Baynard responded that reduction of road maintenance funds is not a part of the General Assembly discussions, and the focus is primarily to use the funds for scheduled maintenance for pavements and bridges.
 - Chair Randall and Ms. Backmon further discussed the ongoing maintenance of bridges and tunnels, whereas Northern Virginia has less bridges than other populated areas of the Commonwealth.

- ✓ Ms. Baynard discussed the importance of the Revenue Sharing Program as a funding source for the region and further added, the funds should not be decreased below \$100 million.

- ✓ Ms. Baynard referred to page 3 and 4 of the State section in the draft legislative program and reviewed the Washington Metropolitan Area Transit Authority (WMATA) section.
 - Board Member Cristol inquired as to why the Sustainable Governance, Operating, and Funding Reforms under WMATA is included in the draft 2020 legislative program if the General Assembly adopted the reforms in 2018.
 - Board Member Cristol added that there is ongoing representation of these reforms through Northern Virginia Transportation Commission stating that the inclusion of these reforms in the Authority's Legislative Program would indicate that more reforms are still needed.
 - Ms. Baynard responded while reforms were adopted in 2018, WMATA's sustainable governance, operating, and funding reforms is still relatively new noting that WMATA is still under scrutiny, specifically as there is dedicated state funding.
 - Board Member Cristol further inquired if the Authority's legislative program should support the role that NVTC plays regarding WMATA's accountability and governance. Chair Randall recommended including WMATA reforms in the NVTC legislative program.
 - Chair Randall concluded by saying as the WMATA reforms were implemented only a year ago by the General Assembly, these reforms should continue to be part of the Authority's 2020 Legislative Program.

- ✓ Ms. Baynard asked if there should be a specific statement regarding SmartScale and discussed with the Committee members noting;
 - The analysis should emphasize multimodal projects that mitigate traffic congestion.
 - Ms. Backmon added, that NVTA staff is looking into Northern Virginia's overall performance before and after the implementation of SmartScale.
 - Chair Randall added, that SmartScale be conducted based on non-biased, non-partisan, performance metrics.
 - Chairman Nohe concurred with Chair Randall about the importance of the SmartScale analysis being objective rather than being subjective.
 - Mr. Minchew added that congestion mitigation costs are quantitatively measured and subjective categories like Land Use Planning and its quality being measured in context with Smart Scale. Board Member Cristol added, that Land Use could be quantified by tracking usage of funds.
 - Chair Randall stressed the importance of transparency regarding the allocation of SmartScale funding.

- Ms. Backmon added that SmartScale is continuing to evolve and discussed the changes to how land use is evaluated. Ms. Backmon referred to Mr. Bob Brown for more information on the land use changes.
- Mr. Brown noted, that Loudoun County submitted technical comments noting that the Land Use planning is currently set up and formulated to measure walkability (non-business uses). Mr. Brown further added, it should include accessibility and all modes of transportation and not just limits based on walkability.
- Chair Randall concluded by saying it is supposed to be measured on objective metrics.
- ✓ Ms. Baynard reviewed the Virginia Railway Express section and discussed how the 2040 Plan has been funded through SmartScale and the DC2RVA projects.
- ✓ Ms. Baynard proposed to the Committee that *Pedestrian and Transit Safety*, be removed from the Legislative Program as some bills were passed addressing those issues. The Committee members concurred.
- ✓ Additional changes were to delete the 2012 reference in *Land Use Planning, In-Kind and Cash Proffers*.
- ✓ Ms. Baynard discussed the Authority's draft Federal Legislative Program noting;
 - The WMATA section was updated to reference some of the elements in the federal bills proposed in legislation before the U.S. Congress.
 - Virginia Railway Express section under the draft Federal Legislative Program has the same information as the draft State Legislative Program.
 - Ms. Baynard and Ms. Backmon discussed the MATOC Program. Ms. Backmon added, Councilmember Snyder is a strong advocate of emergency preparedness.
 - Ms. Baynard discussed localities and regional bodies to maintain the perimeter rule at Reagan Washington National Airport.
 - Mayor Wood asked who carries out the Federal Legislative Program, Ms. Backmon responded the Authority sends it to Northern Virginia Congressmen and Senators, but the Authority does not actively lobby the federal government.

V. Discussion of Executive Director 2019 Performance Evaluation

Chair Randall

- ✓ Chair Randall reminded the Committee that the GPC brings the Executive Director's Annual Review to the Authority for discussion and finalization. She referred to the process outline contained in the staff report.

- ✓ Chair Randall noted that Mr. Minchew and herself led the annual review subcommittee last year and proposed that they continue for the current year as well, to which Mr. Minchew agreed.
- ✓ Chair Randall asked if Mr. Longhi would continue to be the NVTAs staff member for this year to execute the instructions of the Committee, to which Mr. Longhi agreed.

VI. Adjournment: 6:43 PM

Next Meeting: November 14, 2019 at 5:30 PM

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: November 7, 2019

SUBJECT: 2020 Legislative Program

1. **Purpose:** To prepare the 2020 Legislative Program for presentation to the Northern Virginia Transportation Authority.
2. **Preparation of the draft 2020 Legislative Program:**
 - a. The Governance and Personnel Committee (GPC) last met on Thursday, October 10, 2019 to review and revise the preliminary draft of the 2020 Legislative Program.
 - b. The preliminary draft with changes from the meeting was circulated to the GPC on October 24, 2019.
 - c. No comments on the draft were received.
 - d. The revised draft of the 2020 Legislative Program is attached.

Attachment: 2020 Legislative Program (Draft)



NVTA 2020 State and Federal Legislative Program (Adopted: XX)

PREAMBLE:

The Northern Virginia Transportation Authority (Authority) is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions. In 2002, the Authority was created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects to address the mobility needs of Planning District 8. As directed via HB 599 (2012) and HB 1470 (2015), the Authority uses performance criteria to analyze project benefits relative to costs with the goal of reducing congestion and improving emergency evacuation.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions. Revenues from a two percent Transient Occupancy Tax, (TOT) a fifteen cents per \$100 Grantor's Tax and \$.07 Sales and Use Tax, were divided with thirty percent flowing to the individual jurisdiction members for use on transportation improvements and the Authority retaining seventy percent to add new capacity to multimodal facilities across the region.

During the 2018 General Assembly Session, HB1539/SB 856(2018) resulted in the diversion of two of the Authority's three revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional and local use.

The 2019 General Assembly Session brought a small recovery of the \$102 million per year revenue diversion through SB1716/ HB2718 (2019). The Commonwealth estimates that when fully implemented in FY 2022, SB1716/HB2718 will raise just under \$20 million per year for the Authority and its member jurisdictions.

2020 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:

I. RESTORE LONG TERM FUNDING TO THE AUTHORITY (Revised Position)

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional

and local use. The adopted FY 2018-2023 Six Year Program was reduced by \$275 million from initial projections resulting in partial funding for multiple projects with high scores of reducing congestion.

In recognition of the pressing transportation needs in Northern Virginia, during the 2019 General Assembly Session the Governor and the General Assembly used the new interstate funding initiative to partially replace funds diverted from the region. The Commonwealth estimates that when fully implemented in FY 2022 the new interstate funding tools will raise just under \$20 million per year for the Authority and its member jurisdictions.

The Authority seeks an additional \$82 million in annual dedicated revenue that will restore the region to pre-2018 levels of funding. The Authority favors considering substantial use of statewide funding and dedicated regional revenue sources that would limit additional burdens on Northern Virginia taxpayers already paying for extensive multi-modal transportation projects in the region.

II. AMEND THE VIRGINIA INVESTMENT OF PUBLIC FUNDS ACT TO INCLUDE FITCH RATINGS (New Position)

Current Virginia Code limits which rating agencies public entities can consult for rating of any investment purchases. Today companies seek ratings from two of three of the following organizations – Standard & Poor’s, Moody’s Investor Service and Fitch Ratings. Virginia Code currently only recognizes Standard & Poor’s and Moody’s Investor Service. The Authority supports efforts to add Fitch’s Ratings as an acceptable rating agency for investment of public funds.

A. STATE LEGISLATIVE PROGRAM

I. STATE FUNDING

Allocation of Statewide Revenues: It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

a) State of Good Repair: The Authority recommends that the Virginia Department of Transportation and the Commonwealth Transportation Board take action to ensure Northern Virginia’s primary and secondary roads are maintained at a Critical Condition Index (CCI) score of Good to Excellent.

i. The Authority encourages the Commonwealth to adopt performance metrics and a funding strategy for pavement and bridge maintenance that recognizes the unique use patterns in Northern Virginia where primary and secondary roads carry significantly more traffic than similar facilities in other parts of Virginia.

b) Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below \$100 million.

i. The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own

- money on transportation projects, is important to the Authority and the region.
- ii. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.

c) **Transit Capital Funding:** The Authority supports efforts to fully address the pending state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services. Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges.

d) **Technology Innovation Funding:** The Authority supports additional state resources and initiatives that realize the full potential of technology to maximize the efficiency of the Commonwealth's transportation infrastructure. Technology innovation has the potential to create new and more effective transportation services for citizens and businesses. The Authority looks forward to partnering with the Commonwealth to advance strategic uses of technology and innovation in our member jurisdictions.

e) **Smart Scale:** The Authority supports allocation of state funds via objective and transparent data analysis. In Northern Virginia, that analysis should emphasize multimodal projects that best mitigate traffic congestion relative to project cost. The Authority encourages amendments for Round 4 of SMART SCALE that mitigate the impact large interstate projects have in negatively impacting scores of other eligible projects around the Commonwealth.

II. **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yard Metro station and numerous park and ride garages along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector. Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

- a) **State of Good Repair:** The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.

- i. The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.
- b) **Safety: The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders.**
The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.
- c) **Sustainable Governance, Operating and Funding Reforms: The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in legislation adopted by the General Assembly in 2018, to address WMATA's current and long-term challenges.**
 - i. Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
 - ii. WMATA Board governance reforms should recognize that those jurisdictions that fund Metro have a role in decision-making.
 - iii. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.
- d) **Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**
 - i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
 - ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

III. VIRGINIA RAILWAY EXPRESS (VRE)

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state and federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet current or future demands for service.
- c) The creation of the Commuter Rail Operating and Capital (CROC) fund and annual \$15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system.

IV. LAND USE PLANNING

The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.

V. SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements. While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

The Authority opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.

The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads. Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. (Reaffirms previous position)

VI. MAXIMIZING USE OF FACILITIES AND OPERATIONS

A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use, teleworking, safe pedestrian and bicyclist movement; and user-friendly access to transit. The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. (Reaffirms Previous Position)

FEDERAL LEGISLATIVE PROGRAM

I. SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION:

The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly

USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments as it works to rules to establish performance measures and standards for numerous programs;

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region. These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.

To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and

Safety and security must continue to be an important focus of transportation projects.

(Reaffirms previous position)

II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING:

- a) **Reauthorizing the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to **enhance the safety and security of the system and its riders, through adequate funding and oversight.**
 - i. The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The Authority calls for the federal government to provide at least \$200 million annually to address urgent capital needs of the region's critical transit backbone.
 - ii. The Authority calls on the Commonwealth, Maryland and the District of Columbia to continue matching PRIIA funds up to a total of \$150 million as proposed in legislation before the U.S. Congress.
 - iii. This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. (Revises Previous Position)

- b) **Maximize Metrorail's Existing Infrastructure:** The Authority supports **continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**

- i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

III. VIRGINIA RAILWAY EXPRESS (VRE):

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet future demands for increased service.

IV. FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. (Reaffirms previous position)

V. FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:

The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area. (Reaffirms previous position)

VI. FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM:

The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. (Reaffirms previous position)

VII. FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT:

The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. *(Reaffirms previous position)*